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FRIDAY, JULY 28 1911.

五拜禮

號八十月七年七英港香

\$36 PER ANNUM.
SINGLE COPY 10 CENTS.

SPECIAL TELEGRAMS.

GREAT STORM IN JAPAN.

WRECKS AND FATALITIES.

["INDEPENDENT NEWS" AGENCY.]

Tokyo, July 27.

A tremendous rainstorm descended upon Tokyo and the vicinity, last night, causing landslides, destruction of numerous houses, and the wreck or stranding of many ships.

In Tokyo alone, forty-eight deaths were reported.

AFFAIRS IN MOROCCO.

MR. ASQUITH'S STATEMENT.

["THE TELEGRAPH" CORRESPONDENT.]

London, July 27, 7.10 p.m.

Right Hon. H. H. Asquith, Prime Minister, has endorsed the declaration made by Right Hon. D. Lloyd George, Chancellor of the Exchequer, with reference to the situation in Morocco, regarding the Government's determination to maintain British prestige.

Great Britain, the Premier said, was no party to the Franco-German conversations.

The Anglo-French Agreement of 1904 might necessitate her intervention in the matter.

Right Hon. A. J. Balfour, Opposition leader, declared that a people who imagined that British political differences would facilitate a policy which the country otherwise would reject, utterly mistook the temper of the British nation.

Mr. Balfour assured the Government of the patriotism of the Opposition.

HOME RACING.

GOODWOOD CUP.

["THE TELEGRAPH" CORRESPONDENT.]

London, July 27, 7.10 p.m.

The result of the race for the Goodwood Cup was as under:

Kilbroney 1
Martingale 2
Yellow Slave 3

TO SUPPORT LANSDOWNE.

276 PEERS.

["THE TELEGRAPH" CORRESPONDENT.]

London, July 27, 7.10 p.m.

Two hundred and seventy-six Peers have intimated their willingness to support Lord Lansdowne in his attitude towards the Parliament Bill, as against the House of Lords extremists.

AVIATION RACE WINNER

VISIT'S KING'S GEORGE.

["THE TELEGRAPH" CORRESPONDENT.]

London, July 27, 7.10 p.m.

French Lieutenant Conneau, alias Andre Beaumont, who won the "Daily Mail" prize of £10,000 in the aviation race of 1,016 miles, afterwards visited King George at Buckingham Palace.

REUTER'S TELEGRAMS.

THE HALSBURY DINNER.

LOYALTY TO LEADERS.

["SERVICE TO THE TELEGRAPH."]

London, July 27, 9.10 a.m.

At the dinner given to Lord Halsbury in recognition of his services to the Unionist Party, no list of the names of those present was given to the Press.

The "Morning Post" publishes the names of thirty-one Peers and forty Commoners who were amongst the company of four hundred present.

The banquet was of the most enthusiastic order, the guests frequently rising and cheering the speakers, who were unanimous in protesting their loyalty to the Party leaders.

Lord Salisbury remarked that he would rather cut off his hand than minister to the fall of Lord Lansdowne.

They were in a spirit of complete loyalty with Mr. Balfour and Lord Lansdowne, but were possessed of the determination to assist them in the more decided and more gallant course of discussing the Parliament Bill when the House of Commons returned to the Lords.

Lord Halsbury's remarks regarding the possibility of impeachment for advising the King to create new Peers was frantically cheered.

The last time, said his Lordship, that Peers were created, three of the authors were impeached, two of whom fled the country, while the other was imprisoned in the Tower.

Lord Milner said the Peers had never gone to a fight with greater reluctance, but they would be wanting in self-respect if they in any way shared the responsibility for the creation of Peers. Let the Government, he said, appoint its own agents to do the evil work.

Mr. Austen Chamberlain in his speech declared that Mr. Asquith, the Premier, had tricked the Opposition, entrapped the Crown, and deceived the people. "We," he added, "as loyal subjects of the Crown, and honest servants of the people, will do our best to prevent a repetition of the outrage."

When the speaker described Mr. Asquith as a trickster, the banquet hall echoed with cries of "Traitor."

Mr. Austen Chamberlain was also greeted with cries of "Future Premier."

In the course of the after-dinner proceedings a telegram was read from Mr. Joseph Chamberlain, who said that the country was indebted to Lord Halsbury for his refusing a surrender of principles in this crisis of England's fate.

REUTER'S TELEGRAMS.

LANSDOWNE'S CREW.

London, July 27, 9.10 a.m.

Two hundred and thirty Peers have pledged themselves to support Lord Lansdowne's proposals of the 25th instant.

[According to Unionist accounts of the meeting of Lansdowne House, Lord Lansdowne recommended submission to the superior force. His Lordship, at the Lansdowne House meeting, was supported in his view by Lord Curzon, Lord Staldwyn, the Duke of Devonshire, and Lord Harris, whereas Lord Selborne, the Duke of Norfolk, the Marquis of Salisbury, the Duke of Bedford and Lord Willoughby de Broke urged resistance to the end.]

INDIA AND THE OPIUM TRAFFIC.

NO COMPENSATION.

["SERVICE TO THE TELEGRAPH."]

London, July 27, 2.5 p.m.

In the course of the debate in the House of Commons on the Indian Budget, Colonel Yate complained that the Indian people were receiving no compensation for the loss they had sustained through the suppression of the opium traffic, and urged the prevention of the export of morphine and cocaine from Europe.

Mr. E. S. Montagu, Parliamentary Under-Secretary of State for India, in the debate, claimed the sympathy of the House of Commons for all who were doing their share in the work of eradicating the immoral opium industry—first, for the Chinese, who were showing admirable zeal in their endeavours to this end; then for the Indian taxpayers, who were willingly and cheerfully making a sacrifice in this matter.

HOLLAND AND BELGIUM.

ROYAL VISIT.

["SERVICE TO THE TELEGRAPH."]

London, July 27, 5.30 p.m.

A Brussels telegram states that Queen Wilhelmina of the Netherlands and the Prince Consort have arrived at the Belgian capital on a visit to their Majesties the King and Queen of the Belgians.

At a banquet given at the Palace in honour of the Royal visitors, speeches of the most cordial description were made by the King and by Queen Wilhelmina, emphasising the friendship and confidence existing between the two nations.

"The Times" correspondent at Brussels writes that there exists in Belgium considerable feeling in favour of a definite understanding being arrived at with Holland. The possibility of a military arrangement has been under discussion for some time.

REUTER'S TELEGRAMS.

ALFONSO IN ENGLAND.

VISIT FROM MANUEL.

["SERVICE TO THE TELEGRAPH."]

London, July 27, 5.30 p.m.

King Alfonso of Spain and Queen Victoria have arrived in London on a visit.

Ex-King Manuel of Portugal visited King Alfonso on his arrival.

THE MOSOON

CONTINUED ANXIETY IN INDIA.

["SERVICE TO THE TELEGRAPH."]

London, July 27, 5.30 p.m.

A despatch from India states that continued anxiety prevails regarding the feebleness of the monsoon in India.

RACING IN ENGLAND.

GOODWOOD CUP.

["SERVICE TO THE TELEGRAPH."]

London, July 27, 2.45 p.m.

An additional probable starter in the race for the Goodwood Cup is Mirador, with Clark up.

THE RACE.

London, July 28, 12.15 a.m.

The result of the race was as follows:—

Kilbroney 1
Martingale 2
Yellow Slave 3

Five ran. St. Crispin and Martingale made the running until close to home, when Kilbroney challenged and won by a head from the latter. Yellow Slave finished a length and a half behind Martingale:—

The betting was as under:
4 to 1 against Kilbroney.
8 to 1 Martingale.
7 to 2 Yellow Slave.
Mirador did not run.

CRICKET.

["SERVICE TO THE TELEGRAPH."]

London, July 27, 10.40 p.m.

Rhodes has accepted a place in the English Cricket XI, which is to visit Australia shortly.

FOREIGN ESTIMATES.

DEBATE IN COMMONS.

["SERVICE TO THE TELEGRAPH."]

London, July 27, 1.30 p.m.

The debate in the House of Commons on the Foreign Estimates was continued, various questions being raised.

ALBANIA.

Sir Edward Grey, Secretary for Foreign Affairs, in replying to remarks made by members, referred to the state of affairs in Albania and expressed anxiety and regret over recent occurrences there.

REUTER'S TELEGRAMS.

Great Britain's support of the new regime, he said, depended upon its power to produce order.

He would not say that the Powers would not intervene in case of the emergency being serious enough. Intervention would mean the destruction of the new regime.

EGYPT.

Adverting to Egyptian affairs, Sir Edward Grey paid a tribute to the late Sir Eldon Gorst, British Agent in Egypt.

Lord Kitchener's appointment, he went on to say, was a civil one.

It did not mean a change from a policy of civil government and reform to a military and reactionary policy.

Sir Edward, in conclusion, paid a tribute to Lord Kitchener's impartiality. He had avoided the stirring up of strife and shown considerable diplomatic qualities in smoothing over difficulties.

The Foreign Estimates were adopted.

MOROCCAN SITUATION.

NEWSPAPER OPINIONS.

London, July 27, 3.55 p.m.

All the newspapers to-day have leaders and special articles upon the Moroccan difficulty.

Some of these are of an alarmist tone, testifying to a growing feeling of anxiety concerning Anglo-German relations.

A statement on the subject is expected to be made by Mr. Asquith, the Premier, to-day, and is eagerly awaited.

BRITISH NAVY MOVEMENTS.

London, July 27, 3.55 p.m.

Admiral Sir Arthur W. Moore, Naval Officer Commanding at Portsmouth, announces that certain battleships and cruisers belonging to the Atlantic Fleet are returning to Portsmouth in order to give leave to the crews, which means that they will be at Portsmouth for a month.

The newspapers point out that the whole of the Third Division of the Home Fleet, which had been mobilised for the Coronation, was placed on peace footing upon the very day in which the Atlantic Fleet was recalled.

REUTER'S TELEGRAMS.

PREMIER'S ATTITUDE.

London, July 28, 7.5 a.m.

In reply to a question in the House of Commons, in connection with Morocco, the Prime Minister, Mr. Asquith, said that affairs there had reached a point where they will become increasingly embarrassing and anxious, unless a solution is found.

"I cannot say," declared the Premier, "whether the present subject of the present Anglo-German conversations affects British interests, until we know the ultimate result."

"We cordially desire that they will result in a settlement which shall be honourable and satisfactory to both countries and not prejudicial to British interests."

"We do not think of attempting to interfere in any territorial arrangements made between France and Germany West Africa, which those directly interested consider reasonable."

"But, failing a settlement, we must become active parties in discussing the Moroccan situation. This will only be our duty in defence of British interests."

MR. BALFOUR SAYS: "NO WIPING OFF THE MAP."

Mr. A. J. Balfour said that the careful and guarded statement made by the Premier did not require any comment or criticism.

If foreign critics supposed that we could be wiped off the map because we had some political difficulties, they little knew the British temper.

LABOURITES' VIEW.

Mr. Ramsay MacDonald said that the Labourites in England would co-operate with the Labourites of Germany and France to the last moment in the interests of peace.

CHINESE TELEGRAMS.

MILITARY AFFAIRS.

TO BE DISCUSSED.

["SHANGHAI PO" SERVICE.]

Peking, July 27.

The new Cabinet has telegraphed to the Army advisors in the various provinces instructing them to proceed to Peking to discuss important military matters.

TAX ON SALT.

TO UPKEEP ARMY.

["SHANGHAI PO" SERVICE.]

Peking, July 27.

The President of the Ministry of Finance and the President of the Army Board propose that the tax on salt in the various provinces shall be appropriated towards the upkeep of the army.

CHINESE IMMIGRATION.

MEXICO'S ATTITUDE.

["SHANGHAI PO" SERVICE.]

Peking, July 27.

H. E. Chang Yim Tang, the Chinese Minister at Washington has telegraphed to the Peking Government to the effect that the Government of Mexico intends to restrict Chinese immigration to Mexico, on the same lines as those adopted by America.

CHINESE LOANS.

["SHANGHAI PO" SERVICE.]

Peking, July 27.

The Ministry of Communications has suggested that the loans of any province must be made through the Ministry of Finance.

H.E. LIANG FUN YEN'S ILLNESS.

["SHANGHAI PO" SERVICE.]

Peking, July 27.

In reply to a telegram sent by the new Cabinet, H.E. Liang Fun Yen stated that owing to ill health, he is unable to return to China at once.

The Weather Forecast.



Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000.
RESERVE FUND 10,000,000.
SILVER 10,000,000.
RESERVE LIABILITY OF PRO. : \$10,000,000.
PHILISTONS

COUNCIL OF DIRECTORS
Hon. Mr. Henry Kowick - Chairman
G. H. McArthur, Esq. - Deputy Chairman
F. H. Armstrong, Esq. - C. J. Lennan, Esq.
G. Balloch, Esq. - F. Lieb, Esq.
A. Forbes, Esq. - E. Shilling, Esq.
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MANAGER:
Hongkong - N. J. STABH.
Shanghai - J. E. H. HUNTER.

LONDON BANKERS - LONDON COUNTY AND WESTMINSTER BANK LIMITED.

HONGKONG - INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 per cent. per annum.
N. J. STABH, Chief Manager.

HONGKONG SAVING BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 4 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the Hongkong and Shanghai Banking Corporation, N. J. STABH, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE: LONDON.

PAID-UP CAPITAL £1,200,000.
RESERVE FUND £1,625,000.
RESERVE LIABILITY OF PROPRIETORS £1,200,000.

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months, 4 per cent.
On Fixed Deposits for 6 months, 3 1/2 per cent.
On Fixed Deposits for 3 months, 2 1/2 per cent.

Wm. DICKSON, Manager.
Hongkong, 1st May, 1911. [12]

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000.
RESERVE FUND ... 16,850,000.

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. HANKOW.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWOHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIAOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIENTUNG.
SHANGHAI. CHANG-CHUN.

HONGKONG: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposit:—
For 12 months 4 per cent. p.a.
" 6 " 3 1/2 " " "
" 1 " 2 1/2 " " "

TAKEO TAKAMICHI, Manager.
Hongkong, 13th March, 1911. [18]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP...Gold \$3,250,000.
RESERVE FUND...Gold \$3,250,000.
Gold \$6,500,000.

HEAD OFFICE:—
60 Wall Street, New York.
LONDON OFFICE:—
86, Bishopsgate.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL & COUNTY BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:
For 12 months 4 per cent. per annum.
For 6 " 3 1/2 " " "
For 3 " 2 1/2 " " "

GEO. HOGG, Manager.
No. 2, Queen's Road Central.
Hongkong, 1st July, 1911. [10]

Banks.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....\$1,000,000.
PAID-UP.....\$1,000,000.
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS—BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons, The Union of London and Smith's Bank, Limited.

DEUTSCHE BANK (BERLIN), LONDON AGENTS.
DIRECTION DER DEUTSCHEN GELDSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

R. TIMMERSCHMIDT, Manager.
Hongkong, 16th Mar., 1911. [2]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital.....£1,000,000.
Subscribed 1,125,000.
Paid Up 1,025,000.
Reserve Fund..... 225,000.

HEAD OFFICE:
40, The Strand, London, E.C.

BRANCHES:
Bombay, Calcutta, Hongkong, Madras, Rangoon, Singapore, Suez, Tientsin, Yokohama.

AGENTS IN JAPAN:
Messrs. Jardine, Matheson & Co., Ltd.

BANKERS:
Bank of England, London Joint Stock Bank, Ltd.

EVERY description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Clients. Letters of Credit granted on Agents and Correspondents all over the world.

Interest allowed on Current Accounts at 2 per cent. per annum on daily balances and on Fixed Deposits at 4 per cent. per annum.

For 3 months 2 1/2 per cent. per annum.
" 6 " 3 " " "
" 12 " 4 " " "

P. C. MACDONALD, Acting Manager.
1260.]

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

J. A. Watt, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. B. Neli, Esq., F.A.S., Actuary.

A strong British Corporation, Registered under Hongkong Ordinances and under the Assurance Companies Act, England.

Insurance in Force \$2,000,000.
Assets in hand \$1,000,000.
Income for Year \$1,000,000.

LEFFERTS KNOX, Esq., District Manager.
B. W. TAPE, Esq., District Secretary.
Hongkong, Canton, Macao and the Philippines.

Alexandra Building.
C. LAWDER, Esq., Inspector, Hongkong.
Advisory Board, Hongkong: Sir Paul Chater, Kt., C.M.G., J. P.; Hong Kong, Esq., J. P.; Canton, Esq., J. P.

Hongkong, 2nd July, 1911. [10]

ENTERTAINMENTS.

VICTORIA THEATRE.

ONCE MORE CORONATION PICTURES OF HONGKONG

will be shown every night until further notice.

COLLIERS SISTERS the CLEVER OPERATIC and BURLESQUE ENTERTAINERS.

Hongkong, 20th July, 1911. [1165]

BLJOU SCENIC THEATRE.

Flower Street.

EVERY EVENING. CINEMATOGRAPH VAUDEVILLE.

GRAND CORONATION PICTURE OF KING GEORGE V.
9.15 p.m. 9.15 r.m.
Miss VIOLET BONNETTA and Mr. R. H. STEPHENSON.

7.15 p.m. Pictures only. 7.15 p.m. Post 1. First Theatre out. Theoria. See Hand Bill. Iosco & Managers. HOB. STEPHENSON. Hongkong, 22nd July, 1911. [1238]

Entertainments.

THE PATHS OF COMMERCE



even to the utmost parts of the Earth are followed by the REMINGTON. In every clime and every nation it is Standard Typewriter.

SIEMSEN & CO.

HONGKONG AND CANTON.

1080]

General Agents for the Remington Typewriter Co.

For Sight Seeing in an Up-to-date MOTOR.

WING UP 1036.

THE EXILE MOTOR GARAGE.

Hongkong, 15th April, 1911.

[1058]

YOUR GLASSES

should give rest and comfort to your eyes. If they do not if the mountings are properly adjusted, they

ARE ALL RIGHT

Do not be satisfied unless they ARE. There is no comfort in spectacles that are merely "good enough." They are either RIGHT

OR ALL WRONG

If in need of changes, adjustments, or repairs, come and see us at our new location in York Buildings, between Kelly & Walsh and Montrose's.



33

"FELUCCA."

EGYPTIAN CIGARETTES.

MILD-AROMATIC-PURE.

MASPERO FRERES, LTD.

CAIRO.



TRADE

MARK

THE BERNESE ALPS MILK CO

STALDEN (EMMENTHAL), SWITZERLAND.

"No. 10" SCOTCH WHISKY

BOTTLED AT DUNDEE, SCOTLAND.

Agents: F. BLACKHEAD & CO.

HONGKONG & CHINA.

381]

WEISMANN, LIMITED.

BAKERS

CONFECTIONERS

CATERERS

RESTAURANTEURS

14, Des Vaux Road Central.

Hongkong, 20th April, 1911.

[457]

Public Companies.

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LTD.

AN INTERIM DIVIDEND of Three and a half Dollars per Share for the Six months ending 30th June, will be payable on SATURDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 20th July, to SATURDAY, the 29th July (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 11th July, 1911. [1355]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of Two Dollars per Share for the Six months ending 30th June, will be payable on SATURDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 20th July, to SATURDAY, the 29th July (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

General Agents for the West Point Building Company, Limited. Hongkong, 11th July, 1911. [1266]

C. E. LOUVEAULT EXTRA DRY.

\$24.00 per case.

FRENCH STORE, 6, Queen's Road.

Hongkong, 17th June, 1911. [74]

ICE CREAMS

All kinds of Brand. Samples free on application.

THE ALEXANDRA CAFE, 16, Des Vaux Road Central (next Hongkong Hotel). [1121]

S.O.A.E.O.

AUTOGENOUS WELDING

It puts of Boilers and Keels. Cutting very quick of Iron and Steel. We do all of Builders' Plates and of Bridge Plates. Apply to 71, PRAYA-EAST, you will save time and money. [1138]

CALDBECK'S

"LIQUEUR"

WHISKY.

EXTRA SPECIAL FINEST LIQUEUR WHISKY. CALDBECK MACGREGOR & CO. SHANGHAI & HONG-KONG.

CALDBECK MACGREGOR & CO

15, Queen's Road.

Hongkong, 29th June 1911. [122]

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.
(2) A METAL SEAL MOUNTING OLIVE OIL.

It is a MELISSA and MINT cordial, which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).
SAINT-RAPHAEL MACGREGOR & Co., Hong Kong.

Public Companies.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. THE NINETEENTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mandarins, on TUESDAY, the 8th August, at 12 o'clock noon, for the purpose of receiving a Statement of Accounts, showing a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 25th July to 8th August, both days inclusive.

By Order of the Board of Directors, W. E. CLARKE, Secretary.

Hongkong, 11th July, 1911. [1254]

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND of One Dollar (\$1) per share for the six months ending 30th June, 1911, will be payable on SATURDAY, the 29th July, 1911, on which date Dividend Warrants may be obtained at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 20th July, to SATURDAY, the 29th July (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors, SHEWAN TOMES & CO., General Managers.

Hongkong, 26th July, 1911. [1270]

M. E. CHEUNG.

ART PHOTOGRAPHER HONGKONG.

TELEPHONE NO. 1013.

DEVELOPING, PRINTING & ENLARGING. Hongkong, 1st May, 1911. [1089]

ICE CREAMS

All kinds of Brand. Samples free on application.

THE ALEXANDRA CAFE, 16, Des Vaux Road Central (next Hongkong Hotel). [1121]

S.O.A.E.O.

AUTOGENOUS WELDING

It puts of Boilers and Keels. Cutting very quick of Iron and Steel. We do all of Builders' Plates and of Bridge Plates. Apply to 71, PRAYA-EAST, you will save time and money. [1138]

CALDBECK'S

"LIQUEUR"

WHISKY.

EXTRA SPECIAL FINEST LIQUEUR WHISKY. CALDBECK MACGREGOR & CO. SHANGHAI & HONG-KONG.

CALDBECK MACGREGOR & CO

15, Queen's Road.

Hongkong, 29th June 1911. [122]

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.
(2) A METAL SEAL MOUNTING OLIVE OIL.

It is a MELISSA and MINT cordial, which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).
SAINT-RAPHAEL MACGREGOR & Co., Hong Kong.

OUR CONTEMPORARIES.

What They Think.

China Mail.

The Nationalization Craze.

It is pointed out that whatever foreigners may suggest is at once complied with, without discussion and without demur; on the other hand, whatever the people of China may say on any matter is flung on one side and no attention is paid thereto. Such an attitude is interesting as showing that the Chinese people, in their literary representatives, do not trust their rulers and will not allow them to have a hand in any national enterprise if they are able to prevent it. Of course, as in most cases, the Government will win the day if it is determined to follow its course, for the man with the rifle is invariably more powerful than he who has but a stick.

The leaders of the modern movement in China are resolutely opposed to the Government meddling in commercial matters. Unfortunately, they are unable to see these enterprises through themselves with anything like speed and safety, and so there is generally little to choose between Government interference and allowing things to remain as they have been in the past. This hardly applies to the China Merchants Steamship Company, of course, but, generally speaking, the sentence is only too correct when applied to other enterprises in native hands in China.

The Nationalization Craze.

It is pointed out that whatever foreigners may suggest is at once complied with, without discussion and without demur; on the other hand, whatever the people of China may say on any matter is flung on one side and no attention is paid thereto. Such an attitude is interesting as showing that the Chinese people, in their literary representatives, do not trust their rulers and will not allow them to have a hand in any national enterprise if they are able to prevent it. Of course, as in most cases, the Government will win the day if it is determined to follow its course, for the man with the rifle is invariably more powerful than he who has but a stick.

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THE SHANGHAI BOY SCOUTS.

The full troop of the Shanghai Boy Scouts paraded at the Union Church Hall at 5.30 p.m. last week to witness the swearing-in of fifteen new scouts by the acting chaplain of the troop, the Rev. Mr. Malpas.

Before the ceremony Mr. Malpas delivered a moving address to the boys in which he pointed out that a scout's honour—his unswerving allegiance to duty, truth and honesty—was the first qualification of a good scout. "If a scout," concluded Mr. Malpas, "acts always at the dictation of his honour he must invariably do his duty, for honour is duty." The scouts were then marched up one by one in charge of their respective patrol leaders and the oath administered, each scout swearing to be loyal to his God and country, to obey the commands of his parents and those placed over him and to try to do a kind act each day. After taking the oath each scout shook hands with the chaplain and scoutmasters and the guard-of-honour presented staves to their new comrades.

The following scouts were sworn in:—J. Meers, E. Nash, B. Smith, H. Davey, O. L. Smith, F. Reiber, E. J. Grainger, H. Morgan, G. Derby, H. Suttleson, F. Diaz, K. Mansfield, O. Burradus, W. Allinson, D. Ellis, J. Rosenfeldt and L. Waller.

The Scout Council and a large number of the parents and friends of the boys witnessed the ceremony, which was of a most impressive character and made a deep impression on the lads.

PRINCE OF WALES TO TOUR THE EMPIRE.

Two announcements of importance were made at a dinner held at the Imperial Institute in celebration of Dominion Day. In the first place the Duke of Cornwall referred to the Prince of Wales in a passage which suggests that his Royal Highness will at no distant date make a tour of the Empire, such as was undertaken by the present King. The words used were these:

"I am certain it is the one wish of our present Sovereign that the Prince of Wales will make himself acquainted with all parts of the Empire. I hope it may fall to my good luck when I am Governor-General of Canada to receive him in that country."

In the second place, Sir Wilfrid Laurier stated that Lord Strathcona is about to retire from the position of High Commissioner for the Dominion in London.

INDIAN OPIUM POLICY.

The Government of India have under consideration several questions of the opium question which has arisen out of the recent treaty with China. The text of the treaty has now been published in India, and it is feared that the export trade in this commodity will altogether come to an end before long, the latest within the next couple of years. It is, however, understood that nearly half of the existing local cultivation, namely about 200,000 to 300,000 ligals, will have to be retained for revenue and medicinal purposes, while the remaining half will disappear with the gradual extinction of the foreign exportations. Malwa, in which native state opium cultivation is carried out on a large scale, might, however, give rise to some difficulty and the ultimate disposal of the existing accumulated stock in that locality must be faced by the Government of India. At the same time the measures now being adopted by the Imperial Government for the gradual abolition of the exportation of opium will necessarily affect the future of the opium trade in this country, and it is understood that the Government of India are awaiting proposals from the Government of the United Provinces on the subject.

In the British navy in 1908 there were 198,471 British and 43,030 Lascars and Asiatics.

A brigadier Yarmouth, England, revolves on a bearing containing balls two inches in diameter.

A new motor horn changes its tone at the will of the chauffeur by slightly changing the position of the bulb.

THE VATICAN AND MIXED MARRIAGES.

A message from Toronto says that a strong agitation has begun against the application of the "No Tamers" decree to Canada. The controversy arose over the annulment by the Archbishop of Montreal of a marriage performed by a Protestant clergyman. On July 14, 1908, a man named Hebert was married by the Rev. William Timberlake, a Methodist minister of Montreal, who, as Protestants are careful to state, was authorized by the statutes of Quebec to perform the ceremony of marriage. Both Hebert and his wife were Roman Catholics, but of this Mr. Timberlake had no knowledge. The couple lived together as man and wife and had one child. It is not contended that there was any legal bar to the marriage or any legal ground for divorce. The union was dissolved on the sole ground that it was not solemnized by a priest, and there is some reason to think that at the moment both man and wife concurred in the ecclesiastical judgment. Later, however, appeal was made to the Courts, where the action of the Archbishop was sustained.

This, it seems, is in conflict with the decisions of other Quebec judges. In at least two cases during the last ten years it has been held that Protestant ministers can legally marry Roman Catholics in the French province. It has been determined, therefore, to prosecute an appeal to the Imperial Privy Council against the dissolution of the Hebert marriage and also against the action of the hierarchy in declaring marriages between Protestants and Roman Catholics invalid. Many such marriages have been solemnized in Canada. In many cases the sanction of the Church has not been obtained. In one case in Ontario, which has excited much bitter comment, there has been a separation under distressing circumstances. The striking manifestation of the unity and power of the Church at the Eucharistic Congress at Montreal and the aggressive utterances of some of the chief delegates to the Congress bred a sullen feeling in the minds of many Protestants. The high language and uncompromising attitude of some Catholic publications is resented. Behind this is an acute recognition of the political influence of the Church and its thorough organization to maintain and extend its authority. The "No Tamers" decree has been attacked from many Protestant pulpits. Condemnatory resolutions have been adopted by many Protestant bodies. An organization has been formed at Toronto to resist the decree and to demand legislation affirming the legality of all marriages performed by the regular ministers of any denomination. As in all such controversies, there is much vehemence and bitterness, but the tone of the Protestant pulpits is at least as moderate as that of the Catholic pulpits and the Catholic publications.

The Question in Politics. The Federal Government, in answer to the opponents of the "No Tamers" decree, insists that the solemnization of marriage is under the jurisdiction of the Province. While this is the fact, it is not certain that the Dominion Parliament is wholly without responsibility. It was at Ottawa that the legislation affecting marriage with a deceased wife's sister was enacted, and in the Dominion, as in the United States, there is found to be a remarkable elasticity in the Constitution when the Federal Government desires to act and an equal rigidity when action seems to be politically dangerous or nationally inadvisable. It is apparent that the country is in face of a disturbing sectarian conflict and naturally the Government is reluctant to be involved. The issue, however, cannot be kept out of politics. It must affect many individual candidates, even if it does not become a question between political parties. There is nothing Canadian politicians dread more than a sectarian quarrel. In this, as in so many other similar cases, influences outside party are responsible for the agitation. But there comes a time when politicians cannot evade such an issue and when candidates seek to exploit the situation for personal and party advantage.

SHANTUNG COTTON.

Raw cotton was taken little notice of as an article of export from the port of Tsingtao until last autumn when the volume of export began to increase by leaps and bounds, as may be seen from the following table prepared from the results of investigations conducted by the German Consul at China and from data obtained from other official and private sources:

January-March, 1910...	1,445
April-June, "...	356
July-September, "...	248
October-December, "...	10,503
January-March, 1911...	15,886
April-May, "...	5,094

Now, raw cotton together with soy beans have come to form the two subject-matters of absorbing interests at Tsingtao.

Besides the cotton plant of indigenous origin, Shantung Province now produces a new species imported from America. The latter species is found from experience to lose gradually some of its original characteristics between the 2nd and 3rd years of growth. The latter still retains some superiority over the former in the length of fibre and also in good appearance, but the two are treated indiscriminately and on the same level so far as the market price is concerned.

Licensing Prefecture is conceded to produce the finest cotton to be found in the whole Province, which is in brisk request amongst the foreign dealers at Tientsin and Tsingtao, particularly because of its being of uniform quality all over the prefecture. The excellent species has been obtained as the result of general efforts directed for many years towards the improvement of the stock by the importation of the superb American seeds. Compared with the products from the Yangtszeking Valley, Shantung cotton is found to contain much less moisture, obviously influenced by the drier climate.

The normal yield of Shantung cotton is roughly put at altogether about 200,000 piculs per annum. The bulk of this is supplied to the eastern and southern parts of the Province, which raise only little cotton. The surplus goes mostly to Tientsin where it is put through one of the up-to-date cotton-gins there, for the export to Europe and Japan. It is the remainder of the above that finds its way to Tsingtao via Chinan.

THE FAREAST IN PARLIAMENT.

In the House of Commons on July 4 Mr. Petyman (Essex, Chelmsford, Opp.) asked the First Lord of the Admiralty if he would state the dates at which the seven torpedo-bout destroyers now on the China Stations were built; whether they were now fit for sea and capable of doing the work which would be required of them in war; and whether any parent ship was provided for this flotilla. Mr. McKenna (Monmouth, N.)—The seven destroyers on the China Station were completed in the following years:—Handy and Janus in 1895, Hart in 1896, Fame, Virgo, and Whiting in 1897, Otter in 1900. The Handy, Hart, and Janus are ordered to be relieved shortly by three of the River class, and consequently no further sums will be expended on their repairs. All except the Handy and Hart are fit for sea and capable of doing the work required of them in war. They do not require a parent ship as they are based on the dockyard.

In reply to further questions, Mr. McKenna said that a parent ship was not necessary for the service that destroyers were called upon to perform on the China Stations. The destroyers were not of an old or condemned class, and it was not the fact that the Germans replaced their destroyers every 12 years, although statements to that effect had frequently been made in debate. It might be the case in individual ships, and he had already stated that three of our destroyers were about to be replaced.

In 1890 the State of Minnesota had a population of 170,000, and not a foot of railroad within its borders.

In New York during the first three months of the present year 434 persons were arrested for spitting in public places.

RUSSIA AND CHINA.

Strained Situation.

The "Novoye Yermiya" virtually declares war against China, and denounces Russia's laissez-faire policy towards the Celestial Empire, which has produced an impossible state of affairs on the Russo-Chinese, otherwise the Manchurian frontier.

For instance, Russian fishermen, whenever their boats approach the opposite banks of the Amur River, are fired at and mercilessly shot by the Chinese, who also destroy the navigation marks fixed in the river by the Russian authorities. Such marks and also lights have been removed by the Chinese from the River Usuri for a distance of over ten miles. Russian attempts to replace them for the safety of navigators have been opposed by Chinese armed force, and four Russians have been shot on a raft on the Amur.

The Chinese have learned to respect the Hoanghoose bandits, but treat Russians with contempt. Blood has already been spilt, says the "Novoye Yermiya," and violence must be met by violence. Russia's recent ultimatum to Peking has been nullified by all kinds of Chinese tricks against Russians as regards both Mongolia and Manchuria, which are set out in the very darkest colours in many columns of M. Souverin's paper.

QUARANTINE AT PORT SWETTENHAM.

Work has already been commenced at Port Swettenham by the Government in connection with the erection of quarantine sheds for Indian immigrants in order to relieve the present congestion of coolies at Pulau Jerejak. Twelve quarantine sheds are to be erected to accommodate coolies from India. These will accommodate 2,000 coolies and others will be erected till the accommodation reaches 3,500.

In an editorial on the meeting of the Planters' Association of Malaya held at Kuala Lumpur recently, the "Malay Mail" says:—The events of the last few weeks have emphasised how necessary it is that something should be done without delay to relieve the undoubted congestion at the quarantine station at Pulau Jerejak, which at the present juncture appears to stand in urgent need of a temporary relief camp, or camps elsewhere which would have the effect of securing a smoother working of the arrangements made in this vital matter. As the Klang District Planters' Association pointed out in a letter to the Planters' Association a month ago there is every reason to suppose that the arrangements which are now made for quarantining coolies are by no means all that they might be. This being so, there is a grave danger of an interference with the recruiting of labour, which in the face of a dozen and one difficulties to be faced by the planter, may easily have the effect of checking the necessary flow of coolie immigration in the F.M.S. Telegrams received by us recently indicate that small pox and cholera have reached the epidemic stage among the coolies arriving in Penang, and, with the stream of coolies from Southern India, the outlook seems the reverse of inspiring.—"Singapore Free Press."

CHINESE LOAN OVER-SUBSCRIBED.

£6,000,000.

London, June 16.—Subscriptions to the British portion of the £6,000,000 Hukwang railway loan to China were opened to-day and immediately closed, having been largely oversubscribed. The issue was quoted at a premium of 1 per cent.

Berlin, June 16.—Subscriptions to the Hukwang loan to China closed at once after being opened to-day, having been heavily oversubscribed.

The Hukwang loan of £6,000,000 for railroad construction in central China was made by groups of financiers representing the United States, France, Great Britain, and Germany. Provincial opposition to the loan delayed its conclusion for a year, after its terms had been agreed upon between the government of China and the international bankers.

Prepaid Advertisements.

25 WORDS \$1 for 8 insertions or \$2 for one week.

TO LET.—TWO ROOMS, suitable for Office, in St. George's Building, 3rd Floor. For further particulars apply to F. Blackhead & Co. 1274.

BOARD AND RESIDENCE.—"HOMEVILLE," Morrison Hill, splendid view of the harbour, 10 minutes from Post Office by electric car; entrance 153, Wanchai Road.—Apply at the house. [1281]

WANTED for Singing practice. Room with Piano for half an hour daily before 8 o'clock A.M. State terms.—S. L. H., c/o The "Hongkong Telegraph." [1282]

F. M. S. INDIAN IMMIGRATION.

During the year 1910, 82,723 immigrants arrived at Penang for the F. M. S., the highest figure recorded, that of 1907 being the next highest, 23,181 less. Of the total 56,902 were unindentured coolies. There was an excess of arrivals over departures of 29,000. The average number carried by the B. I. Contract Steamers is 1,610 per voyage.

The recruiting of indentured or statute immigrants was carried on under the supervision of this department during the year, the labourers being shipped from Negapatam. It having been decided that the time had come when the engagement of this class of labour was no longer required no indentured Tamils were allotted to employers in the Federated Malay States after 30th June. The number of these coolies that came over during the second half-year was small and they were all allotted to employers in the Colony. At the end of the year the recruiting of indentured Tamils was entirely discontinued and it is not proposed to renew it.

The number of coolies recruited by kanganyes from the various estates in the Federated Malay States with licences issued by the Immigration Committee was 48,008, and the number of licences to recruit issued to kanganyes during the year was 6278, but this includes those issued for the Colony and Johore.

It will be seen from these figures that there was an enormous increase in the number of kanganyes recruited coolies in 1910. The arrangements by which coolies are brought down from their districts to Negapatam, accommodated in the kangany camp there and subsequently shipped, worked smoothly throughout the year, and the rule by which all coolies were brought to the estate where they were to work free of debt, no deductions from wages being allowed on account of previous advances or cost of importation, undoubtedly acted as a strong inducement to coolies to emigrate to these parts. Emigration from Madras has also developed largely, and many estates that had not previously done any recruiting with kanganyes have now obtained very promising recruiting connections in the Telugu districts.

The commission paid by many estates to their kanganyes per coolie recruited is in many cases far too high. I am decidedly of opinion that if a kangany working on legitimate lines cannot get coolies for seven or eight rupees he cannot get them at all. To pay a kangany more than this is a direct inducement to him to deal with professional recruiters instead of taking the trouble to collect coolies for himself, and except in the case of a newly-started estate it may be taken as certain that a high commission to the kanganyes implies mismanagement somewhere.

The recruiting of coolies by this department has practically ceased, only a very few unindentured coolies coming over in each week. If, however, it should be found that many estates are getting their coolies through professional recruiters it may be necessary for the department to resume operation, as professional recruiters require careful supervision.

Intimations



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NORTH BOUND.									
1st Class Rates	Stations	Days	Time	Days	Time	Days	Time	Days	Time
\$40	Shanghai (Steamer).....Lv.	Thurs.		Sat.		Sun.		Tues.	
	Dairen (").....Ar.	Sat.		Sun.		Wed.		Fri.	
Y14.95	(S.M.R. Train).....Lv.		6.00 a.m.						
	Mukden (").....Ar.		1.50 p.m.						
Y11.50	(").....Lv.		2.05 "						
	Changchun (").....Ar.		8.30 "						
R 9.60	(Russian Train).....Lv.		9.50 "						
	Harbin (").....Ar.		9.10 a.m.						

Connecting at Harbin with

SOUTH BOUND.

Connecting at Harbin with

1st Class Rates	Stations	Days	Time	Days	Time	Days	Time	Days	Time
R 9.60	Harbin (Russian Train).....Lv.	Mon.	11.20 a.m.	Wed.		Fri.			
	Changchun (").....Ar.		8.25 p.m.						
Y11.50	(S.M.R. Train).....Lv.		10.30 "						
	Mukden (").....Ar.		5.10 a.m.	Tues.		Thurs.		Sat.	
Y14.95	(").....Lv.		5.25 "						
	Dairen (").....Ar.		1.30 p.m.						
Y40.00	(Steamer).....Lv.		Noon	Wed.		Sun.		Tues.	
	Shanghai (").....Ar.			Fri.					

* Russian Train Time is 23 minutes ahead of the S.M.R. Time. For instance, 6 p.m. by the former is 5.37 p.m. by the latter.

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TICKET AGENCIES.—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co., the Nippon Yusen Kaisha, Shanghai, Messrs. Thos. Cook & Son, and Reisebureau der Hamburg-Amerika Linie.

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Hongkong, 28th June, 1910.

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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary subscribers as heretofore.

By Order,

"HONGKONG TELEGRAPH."

Hongkong, 22nd December, 1908.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union.

The Hongkong Telegraph.

HONGKONG, FRIDAY, JULY 28th, 1911.

SHIPPING IN THE EAST.

The "Economist" for June 21 in a specially prepared article or rather series of articles, in a supplement devoted to the consideration of English shipping in the various parts of the world, says that it would be difficult to exaggerate the importance of the Far Eastern route to British shipowners. Not only is practically the whole trade with our biggest customer, India, carried by the British ships, but a large share of the coasting trade is in the same hands. The first steamer to sail to India was the *Enterprise* which left London for Calcutta in August 1825. The voyage took three months and twenty-two days for at that time the Suez Canal had not even been dreamt of. Before the space of eleven years had passed a regular steamship service had been established between Suez and Bombay while, only three years later, the P. and O. Company secured the government contract for the carriage of mails to India. It might then be said that it was that time, which marked the real commencement of the present trade with the Far East. Of course it would be idle to say that no trade had hitherto existed, for ships had visited China and, if memory serves us right, English plenipotentiaries had paid their respects to Peking. Though the Indian trade had thus only been established, the merchants who worked over this lengthy trade route had to face considerable difficulties not the least of which was the carriage of their goods across the isthmus of Suez and re-ship at the other side. The advent of the canal thirty years after the P. and O. had secured the mail contracts, was the chief factor in the development of trade with the Orient, and it stands to Britain's credit that she was able to be the first in the field and secure many of the plans that only waited to be plucked. Some had been gathered by the ragged old tea clippers, but the main crop was waiting for the more speedy and reliable steamship. From the earliest connections with China and also, for that matter, with Japan as well, one of the difficulties that beset the pioneers of the Eastern trade was the ignorant conservatism of these two countries, and until the treaty ports on the Yangtze were opened in 1860 the risks attending ventures in the Orient, were such as would have dampened the courage of many a merchant of the present day.

The British trade for a time waxed exceeding great and the foreign shippers seemed to have held a complete monopoly of the carrying trade with naturally a preponderating proportion in favour of the English. It would appear from the figures, that the "Economist" has laid before the public, that the high water mark as far as the occidental nations are concerned was reached in 1905. In this year, the tonnage entering and clearing from Japanese ports—this is the only country, for which figures are available—was about twenty-five millions, foreign, and three million six hundred thousand, Japanese. The next three years saw a wonderful change come over the state of affairs, and the tonnage of Japanese ships rose with phenomenal quickness to over seventeen million, while the tonnage of the other nations showed a decrease of about two millions. There has been, if our deductions are correct, an increase, we might say a substantial increase in the volume of trade, but not only have the western nations not had their share, but they have actually lost ground. In view of these facts a slight attack of pessimism is quite justifiable. There can be no blinking at the fact, that Japan, at least, has proved herself quite capable of maintaining her own trade, and that she will in the near future be a more serious rival in a wider sphere than that which she has up to the present been engaged in. The future is not absolutely devoid of hope; the matter comes down to one of sheer business competition and as long as the fight is straight, we say "Let the best man win." Only we hope that the best man will always be our own country.

DAY BY DAY.

The fool doth think he is wise but the wise man knows himself to be a fool.

Our commercial column appears on page 6 to-day.

The Captain of the *Chow Tai* from Hailow reports the death of a Chinese passenger, on the way out, from "abstinence of opium."

A message from Washington says the gunboat *Petrel* has been ordered to Cape Haitien, Haiti to stand by on account of political disturbances actual and threatened.

Mr. W. D. McCracken, who recently delivered a lecture on Christian Science in Hongkong will lecture on the same subject in Manila during his stay there.

We are favoured by Messrs. A. Tack & Co. with three photographs of yesterday's typhoon scenes splendidly mounted on a large ornamental card. The photographs show the demolition of the "Star" ferry marshes.

The river is still rising, says the "Hankow Daily News" and to judge by the reddish appearance of the stream on 16th inst. the snow water is coming down. In the Han river on 17th inst. the water rose no less than 10 inches in six hours.

Damage to Trees.

The greater part of the damage that yesterday's typhoon seems to have done, has been to the trees in and around the colony. Quite an appreciable amount of foliage was stripped from the trees in the vicinity of the St. John's Cathedral.

The Irony of Fate.

The typhoon has left the old matchless covering of the "Star" ferry pier in a sorry condition. This morning the structure was without its usual roof, and the missing part was lying in a sad looking heap on the side of the Praya. The loss of the roof has been one of the usual consequences attendant upon a typhoon, but there is reason for a sentimental regret that the old matchless structure should not have been kept on till it was no longer required, a question of only a few months. Such is the irony of fate.

Dr. Wiley Requested to Resign.—It is stated in a Washington message that Attorney-General Wickelsham, who has been making an investigation of certain charges against Doctor Harvey W. Wiley, chief of the bureau of chemistry, United States department of agriculture, has made a recommendation that Dr. Wiley be requested to resign, on account of irregularities in the conducting of his office.

The Hippodrome.

At the Hippodrome Circus to-night there will be a programme of twenty-one items by the artistes of the combined shows. The special feature of the evening will be the magnificent scene entitled "Tally Ho." According to the newspaper criticisms that we have read this is one of the finest representations of the hunting field that has been produced in the circus arena. From start to finish it is a mad scamper of horses and riders round the ring at a break neck pace, terminating with the water jump.

Boom Affects Marriage.

Though unbelievable, the rise and fall of Shanghai rubber shares has considerable effect upon issuing of local marriage licenses. Several cases are known in which young men proposed during the height of the rubber boom and young ladies accepted. Now, says the "China Record," they are patiently awaiting the arrival of the next boom in order that they may fulfil their promises.

A Fortuitous Circumstance.

Li Fat, a house-boy in the employ of Mrs. Arnold, of 20, Bonham Road, was awarded three months' hard labour this morning for stealing property to the value of \$38 between January 3 and July 23, belonging to the lady's son and a lodger. It appears that the Police went to investigate in connection with another larceny and quite accidentally discovered a number of pawn-tickets in defendant's possession, also a pocket-book belonging to Mrs. Arnold's son.

Shantung Cotton.—On page 3 this afternoon will be found an article on Shantung cotton.

Plague.

Two more cases of plague are reported as having occurred in the Colony during the 24 hours ended at noon yesterday.

Mixed Marriages.

An interesting article entitled "The Vatican and Mixed Marriages" will be found on page 3 to-day.

Free Fight Over Electric Fans.

On account of the hot weather in Canton, the Provincial Treasurer sent for some workmen to have his Yamen fitted up with electric fans. When the workmen arrived, the Kwangsi soldiers on duty, who evidently have never seen electric fans before, began to touch the fans. The workmen interfered and a free fight ensued.

Sir Henry Stephenson

Congratulations fell on the 69th anniversary of his birth, to the distinguished Admiral, Sir Henry Frederick Stephenson, G.C.V.O., K.C.B., who, entering the Royal Navy in 1855, served in the Black Sea during the Crimean War, in the Chinese expedition of 1857, in the Indian Mutiny, in Canada (1866), in the Arctic expedition (1875-6), and in the Egyptian campaign (1882). He was for many years Equerry to the Prince of Wales, and afterwards First and Principal Naval A.D.C. to King Edward. He has also been Commander of the Pacific and Channel Squadrons. Sir Henry went on the retired list in 1904, and in the same year was appointed to the place of dignity he still holds as Gentleman Usher of the Black Rod in the House of Lords.

Hongkong Tennis League Table.

	P.	W.	L.	Pts.
Y. M. C. A.	8	7	1	14
Kowloon	8	6	2	12
Ch. Y. M. C. A.	8	6	2	12
Queen's College	8	4	4	8
Wigwam	8	4	4	8
Club de Reireio	8	3	5	6
Civil Service	7	2	5	4
Craigongower	7	2	5	4
Watsons	8	1	7	2

Weather permitting, the Y. M. C. A. will be "At Home" on their ground tomorrow, the 29th, at 5 p.m. and will play a team from the League—viz., Humphreys and Wood, Green and Fittock, Crook and Wei Wing-lok, and will receive the shield and medals, which will be presented by Miss Brown. Dr. Forsyth will preside.

A Street Nuisance.

Will the D.P.W. or the President of the Sanitary Board kindly explain (writes a correspondent) what on earth is the reason for sending out a squad of dust raiers at mid-day daily in Queen's Road? Between 12 noon and 1 p.m., coolies armed with stiff bamboo brushes raise clouds of dust to the disgust and inconvenience both of pedestrians and shop-keepers. Surely, all the street sweeping necessary for the day could be accomplished in the early hours of the morning, say, after the conservancy carts have passed. If the idea is the picking up of any objectionable garbage that finds its way on to the streets in the course of the forenoon could not this be done with a stick tipped with an iron point such as is used to lift waste paper, orange rinds, etc., in the public parks at Home, and thus avoiding these dirty and dangerous sand storms in miniature which daily torment people in the central thoroughfare.

Unclaimed Telegrams.

List of Unclaimed Telegrams lying in the Eastern Extension Australasia and China Telegraph Company's Office at Hongkong:—Chongchesta, Samarang, Cinal, Manila; Cvosliw, Kuala Lumpur; Hokee, Tainan; Honkee, Tainan; Kamie, Natsubara (2); Zambranga; Kanny, Stockton Cal; Kong Yon, Cholon; Lekur, Shanghai; Lorena, Manila; Samyikoo, Hotel Chim, Saigon; Stoppani, Astor House, Milan; Telichong, Hon Marche Central, Pnompean; Tokutai, Tainan; Toylung, 120 Connaught, San Francisco; Yuen Yiet, Torreon; Yusanlxnong, Cholon; 0000, 3883, 2837, 3932, Tientsin; 0946, 0306; 0850, Weihaiwei.

List of Unclaimed Telegrams lying in the Great Northern Telegraph Company's Office at Hongkong:—Addy Hongkong Hotel (2); Keechong, Kunglonehng, Lihon, Sheppardson, Army Navy Club, 2988, 4410, 6410, 7450.

EXPLOSION ON THE PRAYA.

SMUGGLED DYNAMITE KILLS A BOY.

Tragic Occurrence To-day.

It has been well known that many Chinese anarchists who seem to have been making Hongkong their headquarters have been smuggling explosives for some time past and it is supposed that a package such as they would send out and which exploded this afternoon came from such people. The story like that of many a tragic affair opens quite simply. A junk had drawn alongside the Praya wall, near the wharf from which proceed the steamers for Macao and Canton. A number of coolies were busy in loading the vessel with cases.

The Explosion.

They were too big to be carried and they were moved about by being tumbled over and over. They were busy doing this with one case when the contents thereof exploded with a great noise, shattering the box, killing a boy, who was struck in the abdomen, and breaking a few limbs of bystanders. Great excitement prevailed, a crowd assembled round the scene of the accident and many were seen squatted on the ground searching for pieces of earthenware of which the numerous pieces seemed to give a very useful clue.

How it Was Packed.

By the debris which has been left lying around on the Praya, we have been able to surmise how the packing had been carried out. Our representative who was speedily on the scene, noticed that a huge quantity of joss paper was lying about and also Chinese dried cabbage while in the course of his enquiries he was handed very small pieces of earthenware that had been scattered about, and in many cases driven against persons by the force of the explosion. It would appear that the explosive, presumably dynamite, was enclosed in an earthenware vessel which had been placed in a wooden case and packed in, to prevent as far as possible the evil consequences of concussion, with var-coloured joss paper and fragments of Chinese dried cabbage. It is conceivable that as the coolies turned the case over and over and as it hit against the ground the concussion became too much and the explosion ensued. The case is said to have been about four feet each way.

An Arrest.

One curious feature of the explosion is that the surface of the road has not been impaired to any great extent—in fact hardly at all, and it would seem from this that the explosive was not in a bomb but rather just placed in a vessel for safe keeping. The possibilities are that the enclosing of the explosive in the joss paper and case formed a mild sort of bomb on the whole but as the space was not limited to the extent that is found in a bomb, the result of concussion would be mild. While gathering particulars our representative saw a police officer arrest a Chinese, dressed in European fashion, viz., ducks and straw hat, on the complaint of a sampan woman. The officer took his captive and the woman away in a steam launch amid the excited buzzing of a crowd of natives.

WATER POLO.

The game between the V.R.C. and B.O.C. which should have been played yesterday afternoon and which had been eagerly looked forward to, was postponed on account of the typhoon. Several members of both teams put in an appearance, but those players who lived at Kowloon were prevented from proceeding to the Club. On their absence a scrab game was played. To-morrow night an aquatic fête will be held at the V.R.C. A splendid programme has been arranged.

Port Swettenham.

Work has been commenced at Port Swettenham for the erection of a great quarantine camp at Port Swettenham, the feeding port of the Federated Malay States. A description of the works appears on the 3rd page of this issue.

LATE TELEGRAMS.

(From Manila Papers.)

Mexicans Again on the Verge of Taking up Arms.

Washington, July 22.—Reports reaching the state department from its agents in Mexico indicate that that country is in grave danger of entering upon a reconstruction period which may result in more war.

The provisional government headed by Madero, fired by an ambition to clean up political and other abuses which flourished under the Diaz regime, has made many enemies by its precipitate actions, and the old guard of Mexico is rallying to make a last stand against what it terms injustice at the hands of the new government.

Generally, the people favour any policy which will release them from the tyrannical abuses of power practised by government officials, and are supporting Madero and de la Barra in their efforts to bring the country out of its present chaotic state.

As yet there have been no active demonstrations on the part of the small remnant of Diaz's followers and adherents, but to guard against any overt act which might inflame the people who have not yet resumed their normal condition of life, troops have been stationed in small numbers in nearly every large town in the country.

French Treaty Ready Within Ten Days.

Washington, July 22.—During a speech to the Confederate veterans at Manassas, yesterday, President Taft announced that the general arbitration treaty with France would be consummated in about ten days. President Taft made a strong argument in favour of a world peace treaty, to be signed by all the nations of the world, and pledged himself to do all in his power to bring about its realization.

President Taft's speech was the most powerful utterance in the cause of world-wide peace ever made by the head of a world power and has added great impetus to the movement both on the continent and in America.

Rebels Nearing the Haytian Capital.

Washington, July 22.—President Simon of Hayti is seriously ill at Haitian and his temporary retirement from active service has generalized the government forces. Meanwhile the organized revolutionary forces are nearing the capital and a battle is expected at any moment.

The American and foreign residents have retired to zones of safety and are relying on the American squadron to arrive in time to protect them.

Accuse Dickinson in Alaska Frauds.

Washington, July 17.—The charges of fraud in connection with the Guggenheim holdings in the coal lands of Alaska and the investigation ordered by President Taft continues to be the subject of heated discussion in the press and elsewhere. Former Secretary of War Dickinson is now accused of having had information that the frauds were being perpetrated and of having ignored those who brought the matter to his attention.

Louis E. Brandeis Is Committee's Counsel.

Washington, July 21.—The committee which is investigating the alleged land frauds in connection with the Guggenheim coal claims in Alaska has retained Louis E. Brandeis to act as counsel in the investigation.

Maine Blown up from Outside.

Washington, July 19.—A sensation has been caused throughout the country by the news received yesterday from Havana, where the battleship Maine is being raised, and which will undoubtedly renew the old controversy in all its bitterness.

The officers in charge of the raising of the wreck of the Maine now report that the hull has been raised and hauled and that evidences have been revealed that show conclusively that there was an external explosion probably previous to those that occurred within the vessel as reported some days ago.

SUMMARY COURT.

SETTLING DAY.

Before Mr. Justice Gompertz.

Three Claims.

Mr. Gardiner represented the firms of Kwong Wo and Co., Fook Wah, Lee Koo and Wo Ping and Co., in their separate claims against Viera and Co. for a total sum of 2,044 dollars, made up respectively of 655, 950 and 439 dollars.

Mr. Denny, son, represented defendant.

Mr. Denny asked for a day to be fixed.

Mr. Gardiner said the statement of claims had been ordered and had been filed.

Mr. Denny: Those statements of claim were served on me at four o'clock yesterday afternoon and I have not had time to go into them.

Mr. Gardiner: May I ask you to ask my friend to have a statement of defence filed within four or five days?

Mr. Denny: Two sets of particulars were already filed before this. Looking at it in a cursory manner appears to be different from the one filed before.

Mr. Gardiner: We are basing our claim on the present particulars.

The Puisse Judge: Are these three different cases?

Mr. Gardiner: The same principle applies to each, my Lord.

Mr. Denny: We must have different pleadings in each case because the circumstances are not necessarily the same. In a sort of way the same principle applies to all three. I don't think it will be necessary to trouble your Lordship with all. One will do.

Mr. Gardiner: Yes.

The Puisse Judge: This day fortnight.

No Defence!

Mr. Ho appearing for the Leung Yut (Ho) firm, called upon to pay \$677.21 by the Ng Yuen Hing Co., represented by Mr. Hind, said he wished to apply for leave to file a counter-claim. Would his Lordship grant leave to apply?

Mr. Hind: He should have applied last week.

Mr. Ho: No.

Mr. Hind: It is only a question of delay; there is really no defence to this action.

Mr. Ho, smilingly: Oh!

The case was fixed for hearing on Monday, the 14th.

A Day's Adjournment!

Mr. Johnson, representing Li Mo, was sued by Tse Hing Kee for \$148.80 applied for an adjournment because his client was foreman fireman on a ship and would be away for three months.

The Puisse Judge: Does he go to America?

Mr. Johnson: He goes all over the place, my Lord. I don't know where he goes.

The Puisse Judge: Is he in the Colony now?

Mr. Johnson: I understand so, he sails on Sunday.

The Puisse Judge: Cannot you proceed to-morrow?

Mr. Otto Kong Sing (for plaintiff): I understand I can go on to-morrow.

Mr. Johnson: Very well.

The Puisse Judge: Well, to-morrow.

Messrs. A. S. Watson and Co., Ltd., Sued.

Au Chin Ting sued Messrs. A. S. Watson and Co., Ltd., for 1,000 dollars for alleged "malicious" prosecution on June 30, through Mr. Wilson.

Mr. Needham, representing defendant, asked for a special jury, and Mr. Gompertz asked him to go into chambers.

Assault.

Li Kam Fa, alias Li Yau, single woman, residing at 84 Praya East, claimed from Jimmy More, of 85 Praya East, the sum of 500 dollars being damages for assault and battery committed on her by defendant on July 10th. She also claimed costs.

Mr. Goldring (for plaintiff) asked to amend the claim by adding trespasses.

A week's adjournment was granted.

Sued for Damages.

An Yeong Yuen of 21 Wang Wo street, trader, was the plaintiff in an action heard in the Summary Court this afternoon, in which the Min Yuen Co., Ltd. were the defendants.

Mr. Harding, who appeared for plaintiff, said the action was to recover damages for dilapidations to a house. The plaintiff is the

owner of No. 87 Jervois street, and the defendants were tenants of his.

The plaintiff served notice upon the defendants to leave, and they left about 26th April last. When they left they did a considerable amount of damage to the premises. Amongst other things they removed wooden ceilings of the first and second floors.

Continuing, Mr. Harding said: I think your Lordship will be satisfied that the damage done to some extent was malicious.

The Puisse Judge: Supposing it is malicious, you are not asking for exemplary damages?

Mr. Harding: No.

Mr. Reader Harris, who appeared for defendants: Does my friend suggest it is malicious?

Mr. Harding: It cannot benefit anyone to take down ceilings.

There is another point. We claim in our particulars, not only for the actual damage done, but for the depreciation to the letting and saleable value of our premises.

The Puisse Judge: Could you not put it back?

Mr. Harding: We cannot do that, my Lord; we are not allowed to put the ceiling back under the new regulations, though had it not been taken down it would have been allowed to stay.

The consequence is that we are left with bare rafters on two floors.

These premises were let by plaintiffs to another tenant before the defendants. The tenant who went in under monthly arrangements would not stay any longer owing to the condition of the premises.

There has been a serious diminution in value of these premises owing to the stripped condition of the house.

Evidence was called in support of Mr. Harding's statement.

The case was proceeding as we went to press.

THE NAVY LEAGUE.

The following has been received from the Secretary of the Navy League:

The Navy League will hold a second National Conference on Sea Training on October 21st (Trafalgar Day) in the County Hall of the London County Council, Mr. Geoffrey Drago, Alderman L. C. C., Chairman of the Training Ship Examiners, will preside, supported by His Grace the Duke of Somerset, the Most Hon. the Marquis of Graham, C.V.O., C.B., R.N.V.R., The Right Hon. Lord Brassey, C.B., The Right Hon. Lord Amtham, G.C.S.I., G.C.L.E., Admiral The Hon. Sir E. R. Fremantle, G.C.B., C.M.G., The Right Hon. W. Hayes Fisher, M.P., and Mr. H. Concanon of the White Star Line.

INFANT'S HUGE APPETITE.

Two normal sized parents in Mount Airy, Georgia, are the embarrassed owners of a remarkable child, whose dimensions and whose appetite are almost enough to bring Mr. Barnum from his grave. James Adolph Cody is two years and three months old, but he already eats as much as both his father and mother combined.

The physician and the nurse, as well as the mother, have done their best to make the infant restrain his enthusiasm for meals. He howls for more all the time. He weighs 81.2 lbs., is 14 inches round the neck, 26 in. round the waist, 16 in. above the knee, and 13 in. below. When not crying for food he sleeps well. He seems perfectly healthy, and is strong enough to knock children down twice his years.

For breakfast he eats biscuits thickly spread with bacon gravy, butter, and syrup, drinks two glasses of milk, and grows quarrelsome if not permitted a couple of cups of coffee. He relishes light refreshment between meals; while for dinner and supper he enjoys a big plate of boiled bacon and vegetables and a whole pie if he can get it. The physician recommended a starvation diet, but owing to the youngster's lusty pair of lungs and the tender family heart the recommendation is not being carried out.

Indian Immigration in F.M.S.

Last year, the record of Indian immigration into the Federated Malay States (mostly for the rubber plantations) was the highest yet reached. On page 3 there appears an article on the subject.

YESTERDAY'S TYPHOON.

A Plucky Rescue.

The storm which swept over the Colony yesterday has been productive of an extremely plucky rescue, but for which, two fatalities would in all likelihood have resulted.

It appears that at 10 o'clock yesterday, when the fury of the storm was carrying out its work of devastation unchecked, four soldiers stationed at Lyemoo Barracks, beyond Shau-ki-wan, swam out into the sea for the purpose of bringing in a number of boats belonging to the troops which were anchored to some buoys.

Owing to the tempestuous seas prevailing at the time, the men experienced a good deal of difficulty in trying to return ashore. As a matter of fact, two of the men only managed to reach shore by striking out, while the other two decided to remain in one of the boats.

One of the men who swam ashore was picked up in an exhausted condition. The boat containing the other two men drifted and was tossed about at the mercy of the waves. On shore, there were a number of spectators who perforce had to watch the men's perilous plight without being able to assist them, but to the credit of the Chinese be it said that six fishermen proceeded to the men's rescue but on going a little distance, they discovered that the maddened elements defied their best efforts and that further action would be attended with no little personal risk, and they were obliged to give up the unequal fight.

Then it was that Sergeant Pigott, asked for assistance at the Police Station, and in company with P.C. 112 (Killo) at once proceeded to his comrades' rescue. After a tough struggle with the furious waves, the two men were picked up in the centre of Lyemoo Pass and the boat was left to its fate.

After drifting about for some time, the party landed at Sai-wan-ko, that district being the first landing-place available. By the time the men landed, they were relieved of all their clothing and they had to borrow the garb of some of the lookers-on. During their struggle with the foaming crested billows, the men used their boots for bailing out the water which was constantly filling the boat and every moment threatened to swamp the vessel.

In view of the plucky act of both P.C. 112 and Sergeant Pigott, but for whose timely assistance there is little doubt that the rescued men would have found a watery grave, we would venture to suggest that they should be commended and their act recognized in a tangible manner. The work of rescue, it must be remembered, was effected at great personal risk.

Particulars of Damage.

The damage caused as a result of yesterday's typhoon is more serious than was at first anticipated. At Shau-ki-wan, the roads are cut up in the vicinity of the market. From Shau-ki-wan to Sai-wan-ko, there are dangerous holes in the road and it would be just as well to warn the public that walking is thus rendered unsafe. A portion of the sea-wall near the Belle View Hotel and Quarry Bay has been washed away and the roads have been undermined. The reclamation near Sai-wan-ko Market has been washed away and is commencing to undermine the market. Several boat-builders' sheds have come to grief.

Chinaman is Rescued and Dies.

The body of a Chinaman was picked up in the harbour near the wharf at West Point at 11 a.m. yesterday. The man was still alive and was at once removed to the Government Civil Hospital, where it was found that he had been stabbed in the abdomen. Subsequently the man died in hospital. The cause of death is ascribed either to murder or the receiving of a stab by some sharp instrument while drifting about.

Queen's Statue.

The landing-steps of the Queen's Statue wharf have been broken up. The gas-lamp for the lighting of the pier has been blown off.

Telephone Wires Damaged.

Some of the Government telephone wires in Bowen Road, near the Military Hospital, have been broken up. The wires on Craig-

min Road, near Magazine Gap, belonging to the China and Japan Telephone Company, have met a similar fate. Quite a number of gas lamps went out on the road.

Landslip in Kennedy Road.

A landslip has occurred in Kennedy Road, which has caused a portion of the road to be blocked. It is stated that the damage is of a slight nature.

At Aberdeen.

At the fishing village of Aberdeen, two walls in Stanley and Aberdeen Roads about 200 yards from the Aberdeen side have been washed away.

Steam-launch Swamped.

A steam-launch belonging to the Tak Fat firm of contractors in Des Vaux Road Central was swamped and sunk in Hungliom Bay. No one was drowned.

House-Roof Collapses.

A coolie residing at 133, Hok Yuen, Hungliom, reports that a portion of the wall next door gave way and fell on to the roof of his house, which caused his roof to collapse. The coolie was slightly cut by the falling debris. The injury is not serious.

PIPE POISON.

A recent issue of the "Lancet" attacks "the seasoned tobacco pipe."

Most smokers of the pipe, who are told, admit that a pipe is not agreeable until it has been well seasoned, and hence the well burnt, dark-coloured, oil-laden pipe is, as a rule, a highly cherished accessory to the tobacco habit. To this any pipe smoker will agree. And he perhaps may add, the commonly accepted argument that it is the accumulated oils and products of combustion which give the pipe its so-called antiseptic qualities.

This complacency of the pipe smoker has now been rudely broken in upon by one Dr. J. D. Reckitt, who affirms that the seasoned pipe may be poisonously saturated with oils, be these nicotine, pyridine or other toxic substance, which the chemist has detected from time to time in the condensed products of tobacco smoke.

The thing which first started Doctor Reckitt on his voyage of discovery was the continuous breathlessness of one of his patients. All the common causes of breathlessness having been gone over in vain, Doctor Reckitt began to think over the less uncommon objects.

At length an old "friend" was suspected as the cause of the trouble, in the shape of a very dark-coloured briar, which he had smoked off and on for ten years. The suspicion, it seems, was well founded, for immediately on giving up his pipe the breathlessness passed off, and in a month or two he was for the first time in some years free from his distressing symptom.

Doctor Reckitt then upsets another illusion. His patient, having given up his pipe, "consoled his tobacco hunger with a dozen Turkish cigarettes daily, which did not appear to do him any harm."

ECCENTRIC ALLOTMENTS.

It is said that the application money for the Chinese loan amounted to over 1.1-2 million, not including the cheques from small applicants, returned intact, which means that the loan was applied for more than 20 times over. But on what principle was the allotment made? Apart from the mistake of throwing out every application for £500 or less, which we understand was done, why does an applicant for £25,000 get £700, as is stated to be the case, and another applicant for £5,000 get £100? It is said that the agents for the loan were terribly afraid of "stags," but what on earth have the agents got to do with that? It is for them to issue the loan and for the Stock Exchange to deal with "stags."

The very fact of allotting a man £700 when he asks for £25,000 makes him a "stag," for what is the use of such an odd amount to him? Then, again, why should the small applicant be treated so contemptuously, for to return him his own cheque is, to say the least, rude. The time will come when even the small applicant will receive more consideration, for China is only at the beginning of her borrowing.

PORTUGUESE COLONIES IN AFRICA.

The question whether a secret treaty exists between England and Germany concerning the partition of the Portuguese Colonies in Africa is again discussed by Herr Maximilian Harden in his weekly review "Die Zukunft." Many Germans have firmly believed for years past that the ultimate fate of the Portuguese Colonial possessions is already decided upon by secret agreement between these two Powers, and Herr Harden contends that the German policy in South-West Africa can be justified only on the grounds that this assumption is founded on fact.

Herr Harden points out that, although it is now twenty-five years since, by treaty with the Portuguese, the northern frontier of German South-West Africa was fixed, no effort has been made to extend the German dominion over the Ovambo country, lying to the extreme north of the German Protectorate and bordering on Portuguese territory. There is at present, he says, no German soldier, official, or agent in the Ovambo country, only six Rhinish and eleven Finnish missionaries are endeavouring to spread among the natives the civilising influence of Christianity. In the year 1900 Lieutenant Franke visited a few Ovambo chiefs on his own account, and reported that his reception was friendly and that there were no obstacles in the way of establishing German authority in the country. No steps were taken, however, by the Government, and nothing was done when, in the year 1901, Captain Kliefoth unsuccessfully endeavoured to punish the Ovambos for murdering two German traders. On the suppression of the Herero insurrection troops were stationed along the southern borders of the Ovambo country to prevent impetuous natives from penetrating the peaceable districts of the Protectorate, and nothing further happened until in the year 1908 Captain Franke obtained permission to travel in the Ovambo country. He succeeded in prevailing on the five most important chiefs to acknowledge unconditionally the German dominion, and recommended the despatch of an armed force into the country to secure, by means of a military demonstration, what he had gained. His advice was disregarded, and up to the present moment the Ovambo natives have been left to their own devices.

According to Herr Harden, the natives have employed the time in improving their fighting efficiency. Through the help of Portuguese agents they have, he states, gradually exchanged their assegais and kirris, their bows and arrows for modern rifles, and a strong anti-German feeling is being fostered among them. Moreover, he adds, the strong Ovambo natives, who would be invaluable as labourers in the almost depopulated Protectorate, find work on the Benguela railway.

Herr Harden declares that this waiting attitude on the part of the German Government is fully explained if there exists such a secret treaty as above mentioned, for the Portuguese territory to the north of South-West Africa would one day fall into the German lap. If no such treaty exists he contends that Germany must without further delay proceed to assert her rights over the Ovambo country, and he expresses the opinion that a serious mistake would be committed if she waited until the Portuguese Government is again firmly established and until "the Britons are no longer, as they are just at present, inclined to prove that they are willing to give the German Empire fair play."

BOCCA TIGRIS.

Guards to be Increased.

(THE "TELEGRAPH" CORRESPONDENT.)

Canton, July 27.

Admiral Li Chun has in view of the current rumour in Canton that another rising is contemplated, considered it expedient to increase the number of soldiers stationed at Bocca Tigris Fort, which is the key to the Canton river.

It is the intention of the Admiral to stay at the Fort himself.

MILK
FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.

If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM Co., Ltd.

One penny a pint!

To-day's
Advertisements

HONGKONG & SOUTH CHINA STEAM FISHERIES CO., LTD.

NOTICE is hereby given that the ORDINARY GENERAL MEETING of Shareholders will be held at the Offices of the General Managers on the 9th day of August, 1911, at 12 o'clock noon, for the purpose of considering the Report and Accounts to 30th June, 1911, and to transact any business that may be transacted at an Ordinary General Meeting.

Notice is given that the TRANSFER BOOKS of the Company will be CLOSED from 1st to 9th August, 1911, both days inclusive.

BRADLEY & CO.,
General Managers.
Hongkong, 28th July, 1911. 1288

TO-NIGHT! TO-NIGHT!

GRAND CHANGE OF
PROGRAMME

AT THE

FRANK FILLIS'
GREAT EUROPEAN CIRCUS
AND BYSACK'S

Hippodrome (Circus)

INCLUDING:

THE GREAT

ENGLISH SPORTING

SPECTACLE.

TALLY HO! TALLY HO!

OR AN

ENGLISH HARVEST HOME

The First Jump.

The Double Jump.

The Treble Jump.

AND

The Rear Water Jump.

Absolutely the most Daring and Sensational Horse Jumping Spectacle ever presented to a Hongkong Audience.

At the

Special Matinee To-morrow,

commencing at 4.30 p.m.

A Bicycle will be given away Free

Each and everyone has a chance.

Children under 12 half-price

Hongkong, 28th July, 1911. [1288-05]

The

SUMMER DRINK.

CAN BE MIXED WITH WATER,

LEMONADE, SODA, &c., AND MAKES AN

IDEAL COOLING AND REFRESHING

DRINK.

IT IS THE MOST POPULAR NON-

ALCOHOLIC DRINK IN THE UNITED

STATES.

H. PRICE & CO., LTD.

12, Queen's Road Central.

Hongkong, 21st July (W).

POPULAR
"ASAHI" BEER

Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints. [34]

VICTORIA RECREATION CLUB.

AN AQUATIC FETE will be held in the Club Baths, TO-MORROW, the 29th instant, commencing at 9 p.m. sharp.

Admission Gentlemen (non-members) \$1.00 and Ladies 50 cents each.

FRANK LAMBERT,
Hon. Secretary.

Hongkong, 28th July, 1911. [1279]

NOTICE.

WE have this day been appointed AGENTS for THE ESSEX & SUFFOLK EQUITABLE INSURANCE SOCIETY, LTD., and are prepared to accept Fire risks at current rates.

OLOF WIK & CO.,
China Agents, Athlete, York Buildings.

Hongkong, 25th July, 1911. [1277]

A LING & CO.

FURNITURE AND PHOTO SUPPLIES.

DEVELOPING, PRINTING AND ENLARGING.

19, Queen's Road. [883]

JOHN THOMAS COTTON.

VETERINARIAN & FARRIER (Qualified).

Business Address—

AH TOO STABLES,
No. 7, Russell Street,
Hongkong.

Telephone No. 272,
Hongkong, 27th July, 1911. [1096]



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S
ROYAL MAIL STEAMSHIP LINE.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.
R.M.S. "EMPEROR" calls at MOJOI instead of Nagasaki.
The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.)
Connecting with Royal Mail Atlantic Steamers.

From Hongkong
"EMPEROR OF CHINA" Satur., Aug. 12. "EMPEROR OF BRITAIN" Fri., Sept. 8.
"EMPEROR OF INDIA" Satur., Sept. 2. "ALLAN LINE" Fri., Sept. 29.
"EMPEROR OF JAPAN" Satur., Sept. 23. "EMPEROR OF IRELAND" Fri., Oct. 30.
"EMPEROR OF CHINA" Satur., Oct. 14. "ALLAN LINE" Fri., Nov. 10.
From St. John.
"EMPEROR OF INDIA" Satur., Nov. 4. "EMPEROR OF BRITAIN" Fri., Dec. 1.
"EMPEROR OF JAPAN" Satur., Nov. 11. "EMPEROR OF IRELAND" Fri., Dec. 8.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Emperor of Britain" and "Emperor of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) \$71.10/-.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "EMPEROR" carries only "One Class" of Saloon Passengers (known Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port ... £48. Via New York ... £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For Steamship On
TIENTSIN & SWATOW
TSINGTAU, WEIHAI-WEI & CHEFOO
SHANGHAI
MANILA
SINGAPORE, PENANG
& CALCUTTA
SHANGHAI, KOBE & MOJOI
KONGSHING * Saturday, 29th July, Noon.
KWONGSANG * Saturday, 29th July, Noon.
LOONGSANG * Saturday, 29th July, 2 P.M.
YUENSANG * Saturday, 5th Aug., 2 P.M.
KUTSANG * Tuesday, 8th Aug., Noon.
FOOKSANG * Tuesday, 8th Aug., Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days).
The steamers "Kutsang," "Namsang," and "Fooksang," leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Mojo to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chafoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.
Telephone No. 215.
Hongkong, 28th July, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR
VANCOUVER, SEATTLE and PORTLAND (Or.) via
SHANGHAI and JAPANESE PORTS.

Steamer	Tons D.W.	Captain	On or about
"ORTERIO"	11,000	Jas. Findlay	August 4th.
"SUVERIO"	11,000	F. Cowley	August 22nd.
"KUMERIC"	11,000	G. McGill	September 26th.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

Telephone No. 780,
Hongkong, 28th July, 1911.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on/about	For	Will leave on/about
Tilpanas	JAPAN	2nd half July	JAVA	2nd half July
Tilbodas	JAPAN	2nd half July	JAVA	2nd half July
Tilmahal	JAPAN	1st half Aug.	JAPAN	1st half Aug.
Tilklhal	JAPAN	1st half Aug.	JAPAN	1st half Aug.
Tilhatap	JAPAN	1st half Aug.	SHANGHAI	1st half Aug.
Tilhatap	JAPAN	2nd half Aug.	JAVA	2nd half Aug.
Tilhatap	JAPAN	2nd half Aug.	SHANGHAI	2nd half Aug.
Tilhatap	JAPAN	2nd half Aug.	SHANGHAI	2nd half Aug.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,
Telephone No. 875
York Buildings.

Shipping—Steamers.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

DESTINATIONS. STEAMERS. SAILING DATES, 1911

MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID...
KITANO MARU, Capt. E. E. Cope, Tons 9,000, WEDNESDAY, 2nd Aug., at D'light.
IYO MARU, Capt. H. Takada, Tons 7,000, WEDNESDAY, 16th Aug., at Daylight.
HIRANO MARU, Capt. H. Fraser, T. 3,000, WEDNESDAY, 30th Aug., at Daylight.

VICTORIA, B.C., & SEATTLE...
SADO MARU, Capt. J. Richards, Tons 7,000, SATURDAY, 12th Aug., from KOBE

VICTORIA, B.C., & SEATTLE VIA KEELUNG, SHANGHAI, MOJOI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA...
AWA MARU, Capt. Izawa, Tons 7,000, TUESDAY, 15th Aug., at 4 P.M.
INABA MARU, Capt. S. Tomimaga, Tons 7,000, TUESDAY, 12th Sept., at 4 P.M.

SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE...
KUMANO MARU, Capt. M. Winkler, Tons 7,000, FRIDAY, 4th Aug., at Noon.
YAWATA MARU, Capt. T. Sekine, Tons 5,000, FRIDAY, 1st Sept., at Noon.

KOBE and YOKO...
YAWATA MARU, Capt. T. Sekine, T. 5,000, TUESDAY, 1st August, at Noon.

KOBE & YOKO...
TANGO MARU, Capt. Kawa, Tons 8,000, THURSDAY, 3rd Aug., at 11 A.M.

SHANGHAI, MOJOI & KOBE...
HAKATA MARU, Capt. H. Nomura, Tons 7,000, WEDNESDAY, 2nd Aug.

HOMBAY via SINGAPORE & COLOMBO...
WAKASA MARU, Capt. Nielson, Tons 7,000, TUESDAY, 8th August.

† Fitted with new system of wireless telegraphy. ‡ Cargo only.

* Carries deck passengers. † Calling at Djibouti.

CHEAPEST SUMMER RATES

between

HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA	Kobe	MOJOI	NAGASAKI
RETURN.	RETURN.	RETURN.	RETURN.	
1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,
Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To Sail.
NINGPO & SHANGHAI	"KWEILIN"	29th July, D'light.
HOIHOW & HAIPHONG	"SINGAN"	29th " 8 A.M.
SHANGHAI	"CHINHUA"	29th " M'night.
TSINGTAU, WEIHAIWEI & TIENTSIN	"HUICHOW"	1st Aug., Noon.
TSINGTAU & NEWCHWANG	"NANCHANG"	1st " 4 P.M.
MANILA, CEBU & ILOILO	"KAIFONG"	1st " 4 P.M.
SHANGHAI	"ANSHI"	3rd " 4 P.M.
SHANGHAI	"CHENAN"	5th " M'night.
MANILA, CEBU & ILOILO	"TAMING"	5th " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS	"CHANGSHA"	17th " 4 P.M.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

† AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A Duty qualified Doctor in carid. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

† MANILA LINE—Twin Screw Steamers "Tean" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, all saloon accommodation of s.s. "Kaifong" is situated on deck, aft.

† SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Oshan, Linan, Chinkuan)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murrey Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single. \$80 return.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,
Telephone No. 38,
Hongkong, 28th July, 1911.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:
OUTWARD.

For Shanghai, Kobe & Yokohama:
S.S. Alois 9th Aug.
Freigeis 25th Aug.
Suevia 6th Sept.
Sachsen 29th Sept.
Bayern 6th Oct.
For Havre, Bremen & Hamburg:
S.S. "Spes" 1st Aug.
For Havre & Hamburg:
S.S. "Liliput" 9th Aug.
S.S. "Sagovia" 12th Aug.
For Havre, Hamburg & Antwerp:
"Saxonia" 13th Aug.
For Marseilles, Havre & Hamburg:
S.S. "Silesia" 21st Aug.

For Further Particulars, apply to—
Hamburg-Amerika Linie,
Hongkong Office.

Hongkong, 28th July, 1911. [956]

HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	4000	S. Crosby	MANILA, CEBU & ILOILO	MONDAY, 31st July, 4 P.M.
ZAFIRO	4000	M. C. Smith	MANILA, CEBU & ILOILO	THURSDAY, 10th Aug., 4 P.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Hongkong, 22nd July, 1911. [14]

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHUI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For Steamship Captain Tons Leaving

For Freight and Passage, apply to

A. R. MARTY,

24, Des Vaux Road.

Telephone 118.
Hongkong, 12th June, 1911. [1098]

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
ST. ALBANS	28th July	Saturday, Aug. 19.
EASTERN	25th Aug.	" Sept. 16.
ALDENHAM	18th Sept.	" Sept. 30.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

Gibb, Livingston & Co.,

Agents. [967]

TOYO KISEN KAISHA
Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada

and with Trans-Atlantic Lines for Europe.

PROPOSED SAILING FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing
Tenryo Maru	21,000	E. Dent	Saturday, July 21, Noon.
Nippon Maru	11,000	H. S. Smith	Friday, Aug. 18, Noon.

† Triple Screw, turbine engines. ‡ Twin Screw.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The Triple Screw Steamer "TENRYO MARU" will be dispatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA and HONOLULU, on SATURDAY, the 29th July, at Noon.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing
Kiyo Maru	17,200	S. Togo	Tuesday, Aug. 15, Noon.
Buyo Maru	10,500	K. Hashimoto	Saturday, Oct. 11, Noon.

The Steamer "KIYO MARU" will be dispatched for MEXICAN, PERUVIAN and CHILEAN PORTS via JAPAN PORTS and HONOLULU, on TUESDAY, 15th August, at Noon.

For Further Particulars as to Passages and Freight, apply to

K. MATSUDA, General Manager.

KING'S BUILDING, Praya Central.

COMMERCIAL.

RUBBER.

The following extracts are taken from the "London and China Express" of June 30:—

The market for Para is rather firmer, with a moderate business doing in Hard Fine at slightly lower rates, closing at 4s. 1d. value on the spot, last year 10s. July-August delivery sold at 4s. 1d. to 4s. 1-1-2d., now 4s. 2d., value, August-September and September-October at 4s. 2-1-2d., closing at 4s. 3d. value, and November-December at 4s. 2d., closing at 4s. 2-1-2d. value. Soft Fine July-August and August-September quoted at 4s. value. The receipts at Para this month are 1,400 tons, against 1,140 tons last year. Plantation firm. Contract quantities June delivery sold at 4s. 1-1-2d., and July-September at 4s. 6d., and October-December delivery 4s. 4-1-2d. buyers. It may be noted that the average price of Plantation rubber for the last six months of the current year comes out a little over 5s. 6d. per lb.

The Auction Sales.

The usual sales were held on June 27, 28 and 29, when the lots mostly sold with fairly good competition. At the opening there was a decline of 1d. to 2d. per lb. on last sale's rates, but at the close prices were dearer and finished about a half-penny under the closing prices of the last sale. There were offered:—

	Tons agst.	Tons.
Straits Plantation	207	255
Ceylon Plantation	41	40
	248	295
Total to Date.	1911.	1910.
	Tons.	Tons.
Straits Plantation	3,887	1,894
Ceylon Plantation	709	302
	4,596	2,256

Messrs. W. J. and H. Thompson report:—The comparatively small quantity offered met with a dragging demand at the opening, contract grades selling at 4s. 9d. to 4s. 10d. per lb. Later, however, some improvement set in, and with better competition prevailing prices, which at the commencement showed a decline of 3d. to 4d. per lb. on those realised at the previous sale, recovered 1d. to 2d., remaining fairly steady thereafter till the close of the sale. Pale Crepes were in most request, up to 5s. 1d. being paid for same. There was also a fair demand for Glenn Brown Crepes, which sold readily; but the commoner kinds were again neglected. There was not much inquiry for Smoked Sheet, which sold generally at about 4s. 6d. per lb., although up to 4s. 10d. was paid for the best.

The Share Market.

There has been little of interest to note in the share market, where there are no particular developments. The account on the Stock just concluded has been less active than any of the year. A feature was the shortage of leading shares. The general rate for carrying over was 5-1-2 per cent., although in the case of Linggis, Vailambross, and a few others charges were considerably less. There is not much business for new account, but it is rumoured large buyers of the raw article has been purchasing shares.

Cotton in China.

Mr. H. H. Fox, H. B. M.'s Commercial Attaché at Peking, in his report on the trade of China for 1910, gives the following details of the cotton development in China:—

The trade returns of the Imperial Maritime Customs for the year 1910 show an export of raw cotton from China to foreign countries of 1,247,304 piculs (1,484,885 cwt.), valued at 28,141,234 taikwan muls (about 3,788,800 l.). This is an increase of nearly 100 per cent. over the previous year's export, and of just 60 per cent. over the average quantity exported during the preceding four years.

LOG BOOK.

Judgment in the Engineer Case.

The Admiralty Court, London, has given judgment in an action brought by the owners, master and crew of the Harrison liner Engineer to recover salvage remuneration for services rendered to the Italian steamship Cerea, of Genoa. On Jan. 11 last, when in about lat. 33 N., and 50 W., in the course of a voyage from Mediterranean ports to New York with a general cargo, the Cerea met with bad weather and lost most of the blades of her propeller. On Jan. 13 the Engineer, which was bound from Liverpool to New Orleans with a general cargo, took the Cerea in tow, and after services covering a distance of nearly 300 miles and lasting about 48 hours, the disabled vessel was brought safely to Bermuda. The value of the saved property, hull and cargo, was put at about £38,000. The total value of the Engineer and her cargo was £263,000. The Court awarded £2,550, to be apportioned as follows: To the owners £1,850, to the master £200, and to the crew £500. It was further ordered that the officers and men who did the boat service should receive double shares.

J. R. N. C.'s New Steamer.

There arrived at Shanghai from Glasgow, on July 16 the steamer Sheng Ta which has been built on the Clyde by Messrs. Napier and Miller to the order of the J. R. N. C. The vessel, which is strongly built, is 265-ft. in length, 38-ft. beam, and 19-ft. moulded depth. She carries 1,550 tons of cargo on a draught of 13-ft. and is designed to steam eleven knots fully loaded. The Sheng Ta left Penarth on May 23 and had a very fine run out as far as Cardiff. Across the Indian Ocean a strong south-west monsoon and high sea was encountered which tried the sea-going capacity of the ship to the utmost but she behaved well and proved herself an excellent seaboat. Her outward cargo consisted of 700 tons of Welsh coal and 500 tons iron. She is fitted with exceptionally large hatches for the rapid handling of cargo and every detail necessary for a first-class cargo boat has received attention. The Sheng Ta came out in command of Captain Bell, late of the China Merchants, and Mr. H. S. Constandine as chief officer, who were sent home for the purpose. The engines were in charge of Mr. Adair and her machinery on the voyage out has given the utmost satisfaction.

The ill-fated S.S. Lydia.

The master of the Hamburg-America steamer Lydia, which went ashore on Lam Yit Island and, after being saved by the Protector, foundered again in Chuan Bay, are reported to be still standing. The vessel lies in about five fathoms of water and, being near the track of vessels using the Clipper Route, is somewhat of a menace to navigation.

The new graving dock, which is to be constructed at the naval port of Yokosuka, is designed to be 780 feet long and is expected to be the biggest one in the Far East and to be capable, when completed, of accommodating a vessel of 30,000 tons.

At the International Shipbuilders' Conference opened in London on July 5, Mr. White, the ex-naval constructor, stated that Japan might become a formidable competitor of the ship-builders in Europe, unless the labour scale in Japan should be raised.

The native papers report that the new corporation, composed of American and Chinese merchants, have given an order to an English firm for their first steamer, which will be of 8,000 tons burden and will be seen in Hankow in due time.

Intimations

AERTEX CELLULAR.

COOLEST & MOST COMFORT-
ABLE UNDERWEARE

for
THE SUMMER
HIGH GRADE.

J. T. SHAW,

TAILOR AND OUTFITTER,

Hongkong Hotel Buildings,

Queen's Rd. Central. [1209]

PEAK TRAMWAYS CO. LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m. Every 15 min.	
8.00 a.m. to 10.00 a.m. " 15 min.	
10.00 a.m. to 11.00 a.m. " 15 min.	
11.30 a.m. to 12.45 p.m. " 15 min.	
12.45 p.m. to 1.15 p.m. " 10 min.	
1.15 p.m. to 1.45 p.m. " 10 min.	
1.45 p.m. to 2.15 p.m. " 10 min.	
2.15 p.m. to 5.00 p.m. " 15 min.	
5.00 p.m. to 8.10 p.m. " 10 min.	

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.30 p.m. every 15 min.

SUNDAYS.

WEEK DAYS.	
8.00 a.m. to 10.30 a.m. every 15 min.	
10.30 a.m. to 11.00 a.m. " 10 min.	
11.45 a.m. to 12.00 noon " 15 min.	
12.00 noon to 1.00 p.m. " 10 min.	
1.00 p.m. to 5.00 p.m. " 15 min.	
5.00 p.m. to 6.00 p.m. " 10 min.	
6.00 p.m. to 7.00 p.m. " 15 min.	
7.00 p.m. to 8.10 p.m. " 10 min.	

NIGHT CARS on Week Days.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

JOHN D. HUMPHREYS & SON,

General Managers, Hongkong, 16 June, 1911.



SUN GLASSES.

Any tint made to any prescription.

No charge for testing sight.

Repairs of all descriptions made by competent workmen.

N. LAZARUS,

Ophthalmic Optician,

1A, D'Aguiar Street,

Hongkong.

Hongkong, 24th July, 1911. [929]

THE CHINA PROVIDENT

LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP, \$1,250,000.)

Loans on Mortgage of House Property

and

Goods received on Storage.

Advances made on Merchandise.

(Rates and Particulars on application)

THE OFFICE OF

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN, TOMES & Co.

General Managers, Hongkong, 19th March, 1909. [41]

Hongkong, 19th March, 1909. [41]

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Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

ILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—	FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	DEPART	Devanah	About 3rd Aug.	Freight and Passage.
LONDON, VIA	DEPART	Capt. H. Powell	3rd Aug.	See Special Advertisement
USUAL PORTS OF CALL	DEPART	Capt. H. S. Bridgman	5th Aug.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	DEPART	Sardinia	About 10th Aug.	Freight and Passage.
LONDON & ANTWERP	DEPART	Capt. C. C. Talbot, R.N.R.	10th Aug.	
WERP & SPORE, PENANG, O'MHO, PORT SAID AND MANFELIMA	DEPART	Syria	About 10th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	DEPART	Susna	Noon, 24th Aug.	Freight and Passage.
		Capt. H. G. Evans, R.N.R.		

For Further Particulars, apply to

P. & O. S. N. Co.'s office, Hongkong, 28th July, 1911.

E. A. HEWETT, Superintendent.

NORDDEUTSCHER LLOYD.
BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS.	TO SAIL ON
KOBE & YOKOHAMA	"PRINZ WALDEMAR" Capt. F. Iscke	About SATURDAY, 29th July.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"LUTZOW" Capt. J. Bortfeldt	17,300 TONS WEDNESDAY, 9th August, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. L. Maass	18,300 TONS About WEDNESDAY, 9th Aug.
MANILA, YAP, NAHROON, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. F. Iscke	SATURDAY, 12th August, at 4 p.m.
KUDAT & SANDAKAN	"BORNEO" Capt. F. Seabill	5,050 TONS Middle of August.

All the steamers of the German Line are fitted with Wireless Telegraphy.

New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 27th July, 1911. [7]

A. P. JEANNOU, 15, Queen's Road Central.

Just arrived a Large Stock from Italy.

MACARONI, VERMICELLI and SPAGHETTI,

in Packets of 1 lb. and in Boxes of 45 lbs. [1022]

THOS. COOK & SON,
Tourist, Steamship and Forwarding Agents,
Bankers, &c.

Head Office for the Far East—16, DES VOEUX ROAD, HONGKONG

SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP

Lines and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and

CASHIED.

FOREIGN MONIES exchanged.

922] Office: LUDGATE CIRCUS, LONDON, E.C.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
FORGE-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all
Classes of Engineering, Iron and Wood Work
Electrical Drives, Hydraulic & Pneumatic Tools
installed throughout the Works.

50-ton Hydraulic TESTING MACHINE
for Chains, Wire Ropes, Rivets
and Metal Specimens.

TAIKOO DOCKYARD & ENGINEERING CO.
OF HONGKONG, LIMITED.
HONGKONG DOCKYARD, HONGKONG.

GRAVING DOCK

78 ft. by 38 ft. by 34 ft. 6 in.

Pumps empty Dock in 2-3-4 hours.

THREE PATENT SLIPWAYS

take up vessels up to 3,000 tons.

arrangement, providing conditions for

launching ships with most efficient results

100-TON ELECTRIC CRANE ON QUAY—

ELECTRIC OVERHEAD CRANES THROUGHOUT

THE SHEDS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery,

Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE

HONGKONG, CIPNA & JAPAN

Shipping—Steamers.

DOUGLAS STEAMSHIP CO., LD.
Hongkong-South China Coast-Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having
splendid Accommodation for First-Class Passengers. Electric Light, Excellent
Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 days.)

THAMPAH. CAPTAIN. LEAVING.

Haitan ... Capt. J. S. Roach ... SATURDAY, 29th July, at 2 p.m.

Haitan ... Capt. W. C. Passmore ... TUESDAY, 1st Aug., at 1 p.m.

FOR SWATOW AND RETURN. (Occupying 3 Days).

Haitan ... Capt. A. H. Stewart ... SUNDAY, 30th July, at Noon.

During the months of JULY and AUGUST, RETURN TICKETS

available for three months will be issued at a reduction of 20% on the usual rate

to Foochow.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co.,

General Managers.

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Consignee.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers

"DELHI"

FROM BOMBAY, COLOMBO

AND STRAITS.

Consignees of Cargo by the above-

named vessel are hereby informed that

their goods are being landed and placed

at their risk in the Hongkong and

Kowloon Wharf and Godown Com-

pany's Godown at Kowloon, where

each Consignment will be sorted out

Mark by Mark and delivery can be

obtained as the Goods are landed.

This vessel brings on Cargo:

From London, &c., ex s.s.

"Morea."

From Persian Gulf, ex s.s. B. I.

S. N. and D. & P. S. N.

Co.'s Steamers.

Optional Goods will be landed here

unless instructions are given to the

country within 6 hours.

Goods not cleared by the 26th inst.,

at 4 p.m., will be subject to rent.

No Fire Insurance will be effected

by me in any case whatever.

Damaged packages must be left in

the Godowns for examination by the

Consignees and the Company's sur-

vivors, Messrs. Goddard and Douglas,

at 10 a.m. on Mondays and Thurs-

days. All claims must be presented

within ten days of the steamer's arrival

here, after which date they cannot be

recognised. No claims will be admitted

after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 26th July, 1911. [4]

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